



748-2016 ADDENDUM 2

CONSTRUCTION OF 2700 TRUNK SEWER - COCKBURN & CALROSSIE SEWER RELIEF WORKS - CONTRACT 4

URGENT

**PLEASE FORWARD THIS DOCUMENT TO
WHOEVER IS IN POSSESSION OF THE BID
OPPORTUNITY**

ISSUED: January 24, 2017
BY: Ray Offman, P.Eng.
TELEPHONE NO. 204 986-1209

**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE BID OPPORTUNITY AND SHALL
FORM A PART OF THE CONTRACT
DOCUMENTS**

Template Version: A20160708

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid Opportunity, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid may render your Bid non-responsive.

PART A – BID SUBMISSION

Replace: 748-2016 Bid Submission with 748-2016 Addendum 2 - Bid Submission. The following is a summary of changes incorporated in the replacement Bid Submission:

Form B(R1):

- Added Item A2.a.i. (to split out payment for shaft installation)
- Increased quantity of 1350mm Trenchless Sewer Installation (A.2.b.i)
- Increased quantity of Watermain Relocation (A.8.a)
- Moved daily equipment costs from B.1.b to E.1.a. to Item section E to form part of the Total Evaluated Price, but not the Total Bid Price.

Page numbering on some forms may be changed as a result.

PART B – BIDDING PROCEDURES

Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, **February 9, 2017**

Revise: B17.4.2 to read:

Further to B17.1(c) the Evaluated Total Bid Price shall include Site Occupancy Costs shown on Form B: Prices and Daily Equipment Costs.

- (a) Site Occupancy Costs shall be the Initial Span bid in the Charged Days, multiplied by the Site Occupancy Unit Price listed in Form B: Prices
- (b) Daily Equipment Costs shall be in accordance with E28

PART E – SPECIFICATIONS

Add: E18.4.4 (c)

Shoring shall be removed or remain in place as listed:

- (i) Parker Lands – Shoring must be removed to an elevation equal to the outside obvert of the 2700 mm pipe or lower.
- (ii) Wilton Street Shaft (north of Taylor) - Shoring to be left in place to 1 m below surface
- (iii) All other shafts - to be removed to a minimum of 3 m below grade.

Add: E18.4.4 (d)

The shaft on Wilton Street north of Taylor\ shall include provisions within the shoring design to accept the future 1800 mm Concrete LDS pipe as shown on the Drawings . The shoring design shall be submitted to the Contract Administrator for review and use on future construction contracts.

Revise: E18.8.1 to read:

Tunnelling and Pipe Jacking

- (c) Construction of the tunnelled installation of the RCP jacking pipe shall be measured on a linear metre basis and paid at the contract unit price of “Tunnelling and Pipe Jacking” for each pipe diameter installed using this method. The price shall include all work described herein (with the exception of groundwater monitoring and depressurization and **shaft installation**) and includes tunnelling, pipe, contact grouting, bedding, backfilling, surface reinstatement, and all appurtenances and miscellaneous materials.
 - (i) Measurement for length of sewer will be made horizontally at grade above the centreline of pipe through shafts from centre to centre of manholes, or end of pipe
 - (ii) Connecting new sewers to new manholes will be included in sewer installation.
 - (iii) Repair of damage to underground and surface structures due to surface subsidence and soil heaving caused by trenchless installation methods will be at own expense.
 - (iv) bedding and backfill described in section E9 will be incidental to Tunneling and Pipe Jacking.
 - (v) Surface restorations described in section E10 will be incidental to Tunneling and Pipe Jacking.
 - (vi) Costs for installation of standpipe piezometers and monitoring of the groundwater level are paid separately under E17.

Add: E18.8.3

Tunnelling Shafts

- (a) Construction of the launch and receiving shafts for the installation of the 2700 mm RCP jacking pipe shall be measured at the contract unit price of “Tunneling Shafts”. The price shall be for each of the three (3) shafts locations described in the Specifications and shown on the Drawings. Any further shafts required for the installation of the 2700 mm RCP jacking pipe or rescue shafts will be incidental to the costs of Tunnelling Shafts. The price includes but is not limited to shaft excavation, shoring and all appurtenances and miscellaneous materials.
 - (i) Payment for each shaft will be made on the monthly progress payment, once the shafts have been excavated and shored in accordance to the Specifications and approved shop drawings, and as approved by the Contract Administrator.
 - (ii) Excavation described in section E9 will be incidental to Tunnelling Shafts.

DRAWINGS

Replace: 748-2016 _Drawing_LD-7894_R0 with 748-2016 _Addendum_2_Drawing LD-7894_R1

748-2016 _Drawing_LD-7896_R1 with 748-2016 _Addendum_2 Drawing_LD-7896_R2

748-2016 _Drawing_LD-7898_R0 with 748-2016 _Addendum_2 Drawing_LD-7898_R1

Questions and Answers

The following clarifications/answers have been provided to questions from Bidders:

Question 1:

There are no bid items for traffic management plan/maintenance or environmental controls such as silt fencing.

Answer 1.

Traffic Management Plan/Maintenance (as listed in D28 and D29) or Environmental Control including silt fencing (as listed in E7) shall be incidental to Site Development and Restoration (E8).

Question 2:

As per the CN Permit, please confirm that ALL flagging for the CN railway crossing will be paid for by the Client - City of Winnipeg and that the successful bidder is to provide a flagging schedule for the period of tunnelling beneath the CN railway.

Answer 2:

The CN Permit fee paid for by the City only covers the minimum flagging (3 days). All additional flagging costs are to be borne by the Contractor and described within CNR Right-of-Way Crossing Requirements (E20). Ultimate flagging requirements are to be coordinated with the CN Local Track Supervisor based on the Contractor's flagging schedule. Flagging will be required when the Contractor and their Subcontractors access the CNR right-of-way, and when the Contractor's Tunneling machine is passing below the CNR right-of-way. CNR Flagging costs are \$181/hour.

Question 3:

Please confirm if the City of Winnipeg local Landfills such as Brady Rd will accept the clay tunnelling and shaft spoils for the duration of the contract.

Answer 3:

The City of Winnipeg's Brady Road Resource Management Facility (Brady Road Landfill) has confirmed that they will accept the excavated material based on their review of the environmental data taken from testholes drilled within the Parker Lands (logs provided within the Geotechnical Data Report). Environmental samples were taken from TH15-01-04 and tested for Hydrocarbons and PAH (Human & Environmental Health); and from TH15-01-01 and tested for metals. The results of the tests show that the soil samples tested are within the CCME Industrial Guidelines. The Environmental Standards at the City of Winnipeg and the Brady Road Landfill reviewed this information and indicated that they would accept the excavated material from the Parker Lands. The Contractor will be responsible for all transportation and tipping fees. Note that provisions have been included within the Contract to deal with contaminated soils above the levels accepted by the Brady Landfill should they be encountered.
